UNITED
NATIONS

S

Security Council

Distr.
GENERAL

S/24810
13 November 1992

ORIGINAL: ENGLISH

LETTER DATED 13 NOVEMBER 1992 FROM THE SECRETARY-GENERAL ADDRESSED TO THE PRESIDENT OF THE SECURITY COUNCIL

Further to my letter dated 6 November 1992 (S/24783) and in accordance with paragraph 4 of Security Council resolution 781 (1992), I should like to share with the Council further information received by the United Nations Protection Force (UNPROFOR) regarding possible violations of the ban on military flights in the airspace of Bosnia and Herzegovina.

In accordance with the concept of operations described in my report (S/24767) and approved by the Council in its resolution 786 (1992), monitors of UNPROFOR or the European Community Monitoring Mission (ECMM) are deployed at the airfields of Pula, Split and Varazdin in Croatia, at the airfields of Batajnica/Surcin, Berane, Kraljevo, Nis, Podgorica, Ponikve and Pristina in the Federal Republic of Yugoslavia (Serbia and Montenegro) and at the two airfields of Banja Luka in Bosnia and Herzegovina. In cooperation with the Office of the United Nations High Commissioner for Refugees (UNHCR), UNPROFOR civilian police are monitoring the airfield of Zagreb. Despite assurances given by the President of the Republic of Bosnia and Herzegovina, UNPROFOR military observers have not yet been able to deploy at the airfields of Cazin and Tuzla.

Between 5 and 12 November, there appear to have been 34 flights of fixed- or rotary-wing aircraft in the airspace of Bosnia and Herzegovina other than those exempted in accordance with paragraph 1 of resolution 781 (1992). Details as to the time and itinerary of these flights are shown in annex I to this letter.

While in almost all instances it was not possible to determine, based on the information provided, whether the flights detected were of a military nature and, therefore, would fall under the ban established by the Security Council, there is no information available which would indicate involvement of these flights in combat activity. Two of the flights were observed taking off from or landing at an airfield monitored by UNPROFOR.

None of the flights listed in the annex was authorized by UNPROFOR, nor was an authorization sought in accordance with the procedure described in paragraphs 3 (e) and (f) of my report to the Security Council of 5 November 1992 (S/24767). UNPROFOR is actively apprising the parties concerned of the procedures to be followed and drawing their attention to the requirement for authorization. The guidelines established by UNPROFOR for authorizing non-UNPROFOR or non-UNHCR flights are attached as annex II.

(Signed) Boutros BOUTROS-GHALI

Annex I

Flights in the airspace of Bosnia and Herzegovina not authorized by the United Nations Protection Force (5-12 November 1992)

SRL	Date	Time of observation (UTC) Start	End	Remarks	Heading, speed, altitude
25	5 November	01.30	--	UNPROFOR Sector-N reported two unidentified piston engine aircraft 23 NM north of Bihac which flew from Velika Kladusa to Cazin	SE Speed and altitude unknown
26	5 November	13.45	14.15	UNPROFOR Sector-N reported an unidentified helicopter 30 NM north-west of Banja Luka, which landed south of the Una River near Kostajnica at 1345 and took off again at 1415. Three men were seen to disembark. The helicopter had approached from the south.	Unknown
27	5 November	13.45	--	An unidentified helicopter flew over Sector-North from north to south, crossed the river Una and landed some 3 km west of Bos Kostajnica in Bosnia and Herzegovina.	-
28	7 November	09.47	09.56	Detected 44 NM east-south-east of Mostar in the vicinity of Gacko, tracked for 4 NM, probably a helicopter.	South 175 degrees 60 KTS Altitude unknown
29	7 November	09.47	09.53	Detected in the vicinity of Mostar airfield, faded from radar contact in the vicinity of Vitina. Possibly a light piston engine aircraft.	West 265 degrees 240 KTS Altitude unknown
30	7 November	11.05	11.07	Detected in the vicinity of Banja Luka Zeluzani airfield. Contact held for only two minutes, probably a helicopter.	Details unknown
31	7 November	12.21	12.30	Detected 22 NM south-east of Tuzla, 5 NM west of Vlasenica and faded from radar coverage 6 NM south of Zvornik, probably a helicopter.	North 005 degrees 60 KTS Altitude unknown
32	7 November	14.11	14.14	Detected in the vicinity of Banja Luka Zeluzani airfield for 3 minutes, probably a helicopter.	Details unknown

SRL	Date	Time of observation (UTC) Start	End	Remarks	Heading, speed, altitude
33	7 November	14.36	14.39	Detected 35 NM east of Banja Luka, at Podnovlje 13 NM east-north-east of Gradacac. Radar contact was brief and intermittent, probably a helicopter.	Details unknown
34	7 November	15.30	--	Detected in the vicinity of Banja Luka Zeluzani airfield. Radar contact was brief and intermittent, probably a helicopter.	North 360 degrees Slow Low
35	7 November	09.10	--	An Mi8 helicopter was seen flying from Banja Luka Zeluzani airfield on a technical check flight.	Details unknown
36	8 November	11.52	11.55	Detected 12 NM south-east of Derventa, tracked for 2 NM, probably a helicopter.	East 080 degrees -
37	8 November	12.00	12.03	Detected 10 NM east-south-east of Derventa, tracked for 13 NM, probably a helicopter.	North-west 310 degrees -
38	8 November	12.08	12.13	Detected 10 NM north of Doboj, tracked for 18 NM, probably a helicopter.	South-south-west 200 degrees -
39	8 November	12.19	12.21	Detected 12 NM south-east of Derventa, tracked for 4 NM, possibly a helicopter or light aircraft.	East 090 degrees 280 KTS
40	8 November	12.22	12.32	Detected 12 NM east-south-east of Derventa, tracked for 4 NM, probably a helicopter.	West-north-west 280 degrees -
41	8 November	12.36	12.39	Detected 10 NM south-east of Derventa, tracked for 3 NM, probably a helicopter.	South-south-east 140 degrees -
42	8 November	12.41	12.43	Detected 8 NM south-east of Derventa, tracked for 4 NM, probably a helicopter.	South-south-west 200 degrees -

SRL	Date	Time of observation (UTC) Start	End	Remarks	Heading, speed, altitude
43	8 November	12.49	12.52	Detected 8 NM south-east of Derventa, tracked for 6 NM, probably a helicopter.	North-west 310 degrees -
44	8 November	12.57	13.00	Detected 8 NM south-east of Derventa, tracked for 3 NM, probably a helicopter.	South-east 130 degrees -
45	8 November	14.51	14.55	Detected 10 NM north-north-east of Doboj, tracked for 22 NM, possibly a helicopter or light aircraft.	South-west 210 degrees 270 KTS
46	8 November	11.35	11.50	Detected 6 NM south-west of Prijedor, tracked for 28 NM, faded from radar coverage 4 NM south of Novska, probably a helicopter.	North-east 040 degrees -
47	8 November	09.20	-	Gazelle helicopter observed by the UNMOs leaving Zeluzani airfield at Banja Luka. No weapons were observed.	South-west 225 degrees slow 300 feet
48	9 November	11.42	11.57	Detected 6 NM south-west of Mostar airfield. Faded from radar coverage 13 NM north of Mostar, probably a helicopter.	North 70 KTS Altitude unknown
49	9 November	13.22	13.30	Detected 9 NM south-west of Banja Luka Mahovljani airfield, faded from radar contact 13 NM south of Banja Luka Mahovljani airfield, probably a helicopter.	East Slow Altitude unknown
50	9 November	13.26	13.29	Detected in the vicinity of Banja Luka Mahovljani airfield. Contact was held for only three minutes, probably a helicopter.	North-west Slow Altitude unknown
51	9 November	13.46	13.50	Detected 42 NM west-north-west of Banja Luka in the vicinity of Bos Novi. Tracked for only 4 NM close to the boundary of the "No-Fly Zone", probably a helicopter.	North-east Slow Altitude unknown

SRL	Date	Time of observation (UTC) Start	End	Remarks	Heading, speed, altitude
52	9 November	15.51	16.30	Detected 13 NM north-west of Mostar in the vicinity of Poklecani. Tracked for 95 NM heading west out of the "No-Fly Zone" and faded from radar coverage 35 NM north-west of Split near Murter, probably a light propeller-driven aircraft.	North-west 140 KTS Altitude unknown
53	10 November	12.21	12.32	Detected 33 NM north-east of Split in the vicinity of Glamoc. Faded from radar coverage 25 NM west of Mostar, in the vicinity of Imotski, probably a jet aircraft.	South-east 400 KTS Altitude unknown
54	10 November	12.55	13.02	Detected 10 NM east of Sarajevo. Faded from radar contact 40 NM south-east of Sarajevo in the vicinity of Visegrad, probably a jet aircraft.	South-east 350 KTS Altitude unknown
55	10 November	13.53	13.59	Detected 48 NM south-east of Mostar, in the vicinity of Niksic. Faded from radar contact 30 NM south-east of Mostar, type of aircraft is unknown.	North-west 180 KTS Altitude unknown
56	10 November	14.02	14.05	Detected 18 NM north-north-west of Gorazde. Faded from radar contact 13 NM north-north-west of Gorazde, probably a helicopter.	South-west 100 KTS Altitude unknown
57	11 November	15.55	17.05	A medical evacuation flight was observed landing at Banja Luka Zeluzani airfield.	From the east Slow 600 feet
58	12 November	05.46	05.55	Detected 14 NM north-north-east of Banja Luka in the vicinity of Kukulje. Faded from radar coverage 3 NM south-east of Banja Luka in the vicinity of Vrbanja. Type of aircraft unknown.	South-south-west 180 KTS 4200 feet

Annex II

Guidelines for approval of non-UNPROFOR and non-UNHCR flights into the airspace of Bosnia and Herzegovina

1. Security Council resolution 781 (1992) calls for a ban on all military flights in the airspace of Bosnia and Herzegovina (BiH). A military flight is defined as any flight, by fixed-wing or rotary-wing aircraft, that has a military purpose.

2. The above does not restrict other flights that could be classed as humanitarian or which may be judged by UNPROFOR to be used in the pursuance of the peace process in the Mission area. In this context, all parties concerned in the peace process may request approval from UNPROFOR to fly aircraft into BiH airspace. Aircraft used for non-UNHCR or United Nations activities may be approved by UNPROFOR for:

(a) The transportation of personnel from international organizations;

(b) Official delegations;

(c) Evacuation of persons of special humanitarian concern;

(d) Medical and casualty evacuation; (Note: This is limited to cases where no treatment is available locally);

(e) The evacuation of third country nationals, where this has been approved through UNPROFOR and the relevant international agencies concerned.

3. Should flights meeting the above criteria be requested by a country or countries or the signatories to the no-fly agreements, then:

(a) Prior approval from UNPROFOR is required at least 24 hours before the intended flight;

(b) Full details of the flight must be given and are to include:

(i) The purpose of the flight;

(ii) The number of personnel (identified by name) to be transported;

(iii) The cargo to be carried, if any;

(iv) The type of aircraft to be used;

(v) Timings;

(vi) The flight path to be used.

4. The only exception to the above is in the case of emergency medical or casualty evacuation. In such cases, the UNPROFOR/ECMM personnel at the originating airfield may give direct approval. They will then notify UNPROFOR headquarters by the fastest means available.

5. In the event that a flight is approved, it is to be inspected by UNPROFOR personnel at a designated airfield prior to departure for, and arrival at, its destination in BiH.

6. In any of the above flights, including medevac/casevac, no military aircraft are to be used.